

Virginia AVIATION



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The Virginia Department of Aviation presents: Aviation Safety Week 2002

April 22-25, 2002 - 4 locations

Keynote Speaker: **Captain Al Haynes of United Flight 232**

Programs are free to the public. Program times: 7 p.m. - 9 p.m. Refreshments will be provided.

For more information contact **Jeanie Carter** at the Virginia Department of Aviation: 804-236-3639 ext. 133.

Directions to each event are posted on the Virginia Department of Aviation website: www.doav.state.va.us

To learn more about Captain Al Haynes and United Flight 232, please read the story on page 4.



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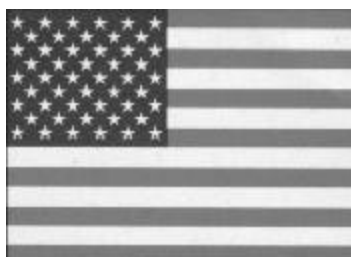
April 22 - Richmond Highland Springs High School

Sponsored by: Virginia Department of Aviation; Richmond Flight Standards District Office; Virginia Chapter Ninety Nines; Wingnuts

April 23 - Norfolk Lake Taylor High School

Sponsored by: Virginia Department of Aviation; Richmond Flight Standards District Office; Adventure Aviation; Hampton Roads Chapter Ninety Nines; Piedmont Hawthorne Aviation

United We Stand



April 24 - Washington Dulles International Airport Atlantic Coast Airlines Main- tenance Facility

Sponsored by: Virginia Department of Aviation; Washington Flight Standards District Office; Metropolitan Washington Airports Authority; Old Dominion Chapter Ninety Nines; AV-ED Flight School, Inc.; Piedmont Hawthorne Aviation; National Car Rental; Atlantic Coast Airlines

April 25 - Roanoke William Fleming High School

Sponsored by: Virginia Department of Aviation; Richmond Flight Standards District Office; Piedmont Hawthorne Aviation; L.C.'s Flying Service, Inc.; Roanoke City Public Schools, Magnate School Aeronautics Program



Director's Corner

Fiscal 2003

With the approaching new fiscal year comes new hope for exciting events and airport growth to meet new demand. Are you ready?

As the Department of Aviation begins the process of preparing for a new fiscal year, we are looking forward to receiving six-year Airport Capital Improvement Programs (ACIP) submittals from all airports.

We are sensitive to the fact that getting Aviation World's Fair 2003 jump started last year has required many airports and this agency to put off or cancel their projects and plans. We are also grateful to those who recognize the importance of the Centennial of Flight Year and Virginia's role in its celebration. (If you haven't figured it out yet, do not fear. We have several months to educate you.)

Our first priority will be the Airport Maintenance Program. We owe airports for projects they paid for themselves and want to get you reimbursed. The next priority will be the Facilities and Equipment Program. All of the needs in those categories will be met next fiscal year. And, we believe that we will be able to reestablish the maintenance program at a reasonable level of funding as well!

With regard to the Commonwealth Airport Fund, it may take 12-18 months to get the capital program back to normal. Most of you know that we tried to borrow funds to maintain the financial assistance status quo, but that was overturned. This will require patience and

discipline on the part of the VAB, this agency and airport sponsors, but we will prevail. Projects will be prioritized and we pledge to continue working with sponsors on critical needs.

The good news is that Virginia's airport system will enjoy a huge marketing and PR shot in the arm from an international event that only Virginia can host. This will give our airports and communities an opportunity to tell their story to people from around the world and nation. It will be the second time that Virginia has hosted an international aerospace event, but the first time the nation has celebrated a major aviation historical event.

On behalf of the Department of Aviation and Virginia Aviation Board, I would like to thank all of the airports that sacrificed their programs and projects to allow us all to ensure the success of AWF2003. As the Centennial of Flight Year approaches, be proud that you're an American; be prouder that you're a Virginian, hosting a world-class aerospace event that will benchmark the future of our wavering industry. When the celebration is over, it is our sincere hope that many of Virginia's airports and communities are benefiting from AWF2003 or in a better position to market themselves to the world because of it . . . are you ready?

- VIRGINIA AVIATION -

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Virginia Aviation Events

April 17, 2002 Virginia Aviation Board Meeting will be held, beginning at 9:00 a.m., at the Wyndham Hotel, 4700 South Laburnum Avenue, Richmond, VA 23231, Phone: (804) 226-4300. For more information call (804) 236-3637.

April 22-25, 2002 Virginia Aviation Safety Week with speaker Captain Al Haynes (of United Airlines Flight 332) see front page for details.

April 27-28, 2002 Azalea Festival Air Show at Norfolk Naval Air Station. Gates open at 9:00 a.m., show begins at noon.

May 4-5, 2002 EAA 186 Spring Fly-In at the Manassas Airport (HEF) will be held from 8:00 a.m. - 4:00 p.m. daily. Displays, demos, FAA Seminars, aircraft judging, pancake breakfast daily (8:00 - 11:00 a.m. rain or shine). Visit <http://www.eaa186.org> for details or contact Donald Maziarz, n2va@arrl.net, (540) 347-5745.

May 13-15, 2002 Single Pilot IFR, a series of AOPA seminars, will be held at locations across the state. More information later.

June 2, 2002 New London Airport Fly-In/Airport Appreciation Day will be held at New London Airport from 8:00 a.m. - 5:00 p.m. Old fashioned country fly-in. Breakfast at 8:00 a.m., lunch, air rides and children's flour bomb drop. Fun for all ages. For more information contact David Miller at (540) 586-5155, (540) 586-3841 (fax), e-mail: davidm@rev.net.

Submit upcoming event information to:
Newsletter Editor 5702 Gulfstream Rd
Richmond, VA 23250-2422
Or call (804) 236-3631
fax (804) 236-3635

Boeing Locates New Division Office In Fairfax County

Governor Warner welcomes 100 new air traffic management positions

Virginia Governor Mark R. Warner today announced that The Boeing Company has opened a new air traffic management office in Fairfax County. Boeing established this start-up division to develop a new concept for national air traffic management. This concept addresses the critical need nationwide to enhance the security and safety of air transportation while increasing its capacity and efficiency. Boeing Air Traffic Management also has an office near Seattle, Washington. The company has been working closely with about 40 different organizations and companies,

including the Federal Aviation Administration, to define the performance requirements for a new air traffic system. With the opening of its McLean office, The Boeing Company's total employment level in the Commonwealth has risen to more than 1,400. In addition, the company spends nearly \$120 million annually with its Virginia-based suppliers.

"I am very pleased to see The Boeing Company add 100 new jobs in Virginia," said Governor Warner. "Because of the attack on our nation in September, homeland security has become

a top priority for every citizen. I am proud that the Commonwealth of Virginia will be an important player in strengthening homeland security through the great work being done here at Boeing Air Traffic Management."

The Boeing Company, headquartered in Chicago, is the largest aerospace company in the world and is the United States' leading exporter. It is the world's largest manufacturer of commercial jetliners and military aircraft, and the largest NASA contractor. The company's capabilities in aerospace also (see [Boeing](#) cont. on pg. 6)

Aviation World's Fair Designated Centennial Partner

Aviation World's Fair (AWF) has been designated a "Centennial Partner" by the U.S. Centennial of Flight Commission. To merit this honor, AWF, demonstrated to Dr. Roger D. Launius, chief historian at NASA and Chairman of the Commission's evaluating committee, that Aviation World's Fair "has national impact", is "exceptionally relevant to the centennial", "has a strong educational focus" and "leaves a tangible legacy".

In recent weeks, high-level briefings on the scope and mission of AWF have been conducted in Montreal before the Aerospace Industries Association of Canada; at the U.S. Postal Service; with the office of Secretary of Transportation Norman Mineta, and in March Tom Kallman traveled to Brazil to carry the AWF message to the aerospace industry leaders and government officials in that significant "player" in the history of manned flight.

The final site plan for the Aviation Centennial Park, centerpiece of the 180-acre Aviation World's Fair complex at

Newport News/Williamsburg International Airport, has been announced to the media and public at a press conference in Washington, D.C. The Centennial Park is a landscaped mix of thematic halls, static displays of aircraft,



food and other service facilities, and viewing areas for the daily flying show that is planned for the 21-day event. Central to the Park is a reflecting pool and cenotaph: a terraced, earthen mound,

symbolizing Kill Devil Hill at Kitty Hawk, NC where the Wrights conducted their historic flights. The hill will be topped with a full scale, flying replica of the Wright Brothers' early airplane.

John Gaertner, a leading figure in aviation museum circles, has joined the AWF team with the important role of coordinating aviation artifacts with the various thematic displays that trace the history of flight over the last one hundred years. John was formerly Curator of the Aviation Museum at the Experimental Aircraft Association in Oshkosh, WI, and was on the staff of the National Air & Space Museum of the Smithsonian Institution.

The AWF team will be very active this spring and summer, participating in air show and aerospace events in Singapore, Jakarta, Brazil, Santiago, Chile; Berlin, and Farnborough, England.

If you haven't seen the newly updated AWF website at www.awf2003, you MUST, to be up to speed with all the latest happenings.

WWW.AWF2003.COM

Culpeper County Airport Is Ready For Spring Visitors

By Tanya Woodward
Culpeper Regional Airport

The winter months have been easy on us this year (dare I speak to soon), and as we await Spring and its rejuvenating life let me tell you a few things that have been going on at the Airport.

With every New Year comes the election for Chairman and Vice-Chairman for the Airport Commission. Pictured is Bob Yeaman the exiting Chairman being given a certificate of appreciation by Earl Long the newly elected Chairman. Bob's wonderful enthusiasm for and knowledge of the Airport is truly an asset to us and we are glad that he continues to be an integral part of our Commission.

In January, the Airport was pleased



to host the Heritage Child Development Center with a tour. Pictured is the wonderful and inquisitive group of young-



sters that visited the Airport. I think the teachers that came with the students seemed to enjoy themselves just as much as the kids. There is something about aviation that brings the child out in all of us. They had a lot of questions and White Hawk Aviation even let them get up close to some of the planes. We encourage any group that is interested in a tour of our facilities to call us at 1-540-825-8280 or email me at

twooodward@co.culpeper.va.us. We want you to know your local airport and embrace it; we have so much to offer.

Our last picture is some of the Associates of White Hawk Aviation, Glen Carpenter, Kevin Woodside, Bill McCoy, and Ron Vecchioni. They are hard at work fixing airplanes and teaching students to fly. If you are interested in finding out more information on learning to fly or just taking an introductory flight to see if you might like it, give them a call at 1-540-727-8400 they would be glad to hear from you.

Godspeed in your travels and remember, as my boss Frank Bossio says, "Every day is a GREAT day to be in Culpeper County."



The Story Of United Flight 232

On July 19, 1989, United Airlines Flight 232 departed Denver at about 2:09 p.m. and climbed uneventfully to a cruise altitude of 37,000 feet. At approximately 3:16 p.m. the crew notified ATC the #2 engine had failed and that the aircraft was only marginally stable.

What followed was one of the most compelling dramas in aviation history as the crew fought to control and eventually land the huge jet, which was effectively without flight controls due to loss of its entire hydraulic system. Although 112 people died in the landing, the wonder is that 184 survived. The captain of

Flight 232, Al Haynes, was one of the survivors.

Captain Al Haynes is one of the most in-demand speakers today. He has selflessly spoken to over 1,000 audiences, with no compensation for himself. Now retired from the airlines, Captain Haynes donates his time so that other pilots, controllers, flight attendants, emergency crews and emergency planners may learn from this experience.

Come see Captain Haynes tell his harrowing tale and present the lessons learned from that fateful night. Free of charge.



Flight Operations At Reagan National To Return To Normal By Mid-April

NBAA holds meetings on General Aviation access at DCA

U.S. Transportation Secretary Norman Y. Mineta recently announced that flight operations at Washington's Ronald Reagan National Airport (DCA) would be authorized to return to their pre-Sept. 11 capacity by April 15, completing full restoration of the nation's commercial aviation system.

"The return of Reagan National Airport to pre-Sept. 11 totals is a major milestone in our nation's recovery from the tragedy we experienced just six short months ago," said Secretary Mineta. "The recovery of this airport attests to our nation's resolve."

Since the airport was reopened on Oct. 4, Reagan National Airport has been returning in phases to full capacity, giving the federal government and local authorities a chance to implement enhanced security measures at all airports serving DCA.

During the first phase of restored flights, service was allowed to eight cities. Phase II, which began Oct. 26, permitted service to an additional 18 cities. Phase III, carried out in three stages, began Jan. 2 with incremental increases

on Feb. 1 and March 1. Service to a total of 43 additional cities was restored during Phase III, during which approximately 620 daily flights are operated at DCA, 77 percent of its pre-Sept. 11 total.

With a return to full service, traffic will be able to grow to its pre-September 11 total of approximately 800 daily flights.

However, no official schedule for the resumption of Part 91 or Part 135 operations has been announced. General aviation (GA) operations - which accounted for nearly 60,000 movements at DCA last year - have been barred from DCA since the attacks. National Business Aviation Association (NBAA) President Jack Olcott expressed the Association's great concern for a return of GA to DCA in letters to DOT Secretary Mineta and to the Washington Post.

NBAA Holds DCA Access Update

Over eighty people attended NBAA's fourth DCA Access Update held at Reagan National Airport recently.

NBAA President Jack Olcott, in addition to DCA Airport Manager Chris Browne and Transportation Security Administration (TSA) Director of Civil Aviation Policy and Planning Lee Longmire updated attendees on progress towards restoring general aviation access to DCA.

Longmire briefed the group about a meeting held last week, attended by FAA, TSA, US Secret Service, Homeland Security and Department of Defense personnel that discussed possible solutions for DCA, including lessons learned from Salt Lake City Olympic procedures, establishment of designated airports through which GA aircraft must travel and procedures to validate that any accepted procedures are in place and are being used.

Longmire also stated that he hopes to have an implementation and approval timeline in place by NBAA's next DCA Access Update, scheduled for early April. Any proposal submitted to restore GA access to DCA must be approved by the TSA and the US Secret Service.

Jack Donovan, recently appointed by Longmire will act as the general aviation security staff point of contact within TSA.

Northwest To Fly Between Minneapolis/St. Paul And Richmond

Airline introducing nonstop route providing both communities with two daily flights starting July 1

Northwest Airlines today announced that it will begin offering nonstop service between its Minneapolis/St. Paul hub and Richmond, Va., beginning July 1, 2002.

In addition to providing nonstop service from Virginia's capital to the Twin Cities, the new flights will create dozens of connection opportunities to destinations throughout Northwest's U.S. and Asian network via its Minneapolis/St. Paul hub.

In June, Northwest will open new regional aircraft gates at its Minneapolis/St. Paul operation, providing travelers with a seamless airport experience

no matter what type of aircraft they fly. All Northwest customers will be able to transfer from flight to flight through climate-controlled jetbridges, eliminating the need to travel to their flight by bus and protecting them from the elements during the boarding and deplaning processes.

The new flights will increase Northwest's number of daily departures out of Richmond from 3 to 5, and the number of nonstop markets it serves out of Richmond from 1 to 2. The airline currently offers 3 daily nonstops from Richmond to its new \$1.2 billion WorldGateway terminal at Detroit,

which sets a new standard in airport comfort, convenience and efficiency. Members of Northwest's WorldPerks frequent flier program will receive 970 miles each way for flying its new Minneapolis/St. Paul - Richmond service. The new Minneapolis/St. Paul - Richmond service will be operated by Northwest Airlink partner Express Airlines I with the 50-passenger Canadair Regional Jet (CRJ) aircraft. The new service begins July 1, 2002. The Minneapolis/St. Paul - Richmond flights are currently open for sale online at www.nwa.com, by telephone at North (see [Northwest](#) on pg.8)

12th Annual Virginia Ultralight Safety Forum a Success

Event held at the Virginia Aviation Museum

By Olivia Dickerson
VA Dept. of Aviation

The 12th Annual Ultralight Safety Forum on March 16, 2002 at the Virginia Aviation Museum drew a crowd of nearly 100 enthusiasts who were presented with a day of safety techniques and current issues impacting the ultralight community.

The successful forum, sponsored by the Virginia Aviation Museum and the Virginia Department of Aviation, was organized and hosted by Ultralight Club 6. A special thanks to **Club 6** and their president, **Steve Phimister!**

Attendees of the forum were engaged with exceptional presentations from a number of well-regarded figures in the ultralight community. Speakers for the day were: **Dennis Demeter**, contributing editor of USUA Ultralight Flying Magazine; United States Navy representatives, **Cdr. E. Kimball Thompson** (ret) and **Lt. Phil Silverman**; **Tom Gunnarson**, USUA Executive Vice-President; **Mike Kuhnert**, Club 6 Safety Officer; **Doug Kelley** of the EAA Homebuilt Aircraft Council; **Lew Clement**, USUA Mid-Atlantic Region representative; and **Mike Alakszay** of the FAA Richmond FSDO.

The resounding theme of the forum was highlighted when Kuhnert spoke of the questions that all those at the controls of an aircraft must ask themselves before taking flight, "Pilot, are you ready

for this? Pilot, is your aircraft ready for this?" Not only making sure your plane is airworthy, but also making sure *you* are airworthy is a must. Did you get enough rest, are you nourished, etc. Lt. Silverman reiterated this theme in his presentation, as well.

Pilot contingency plans and situational awareness was also discussed at the forum. Cdr. Thompson offered a good rule of thumb when he said, "When you are performing a take-off, you should already be thinking about landing." Cdr. Thompson continued his presentation with the subject of pilot proficiency and competency.

Many thanks to all of the day's

speakers for sharing their experience and expertise at the forum!

Also at the forum, door prizes and a cash raffle enticed folks with the possibility of taking home one of the day's many gifts. However, the one item that was on everyone's wish list was the Grand Prize Door Prize – a red, shiny, brand new safety helmet! Last seen, the lucky winner had refused to take off the helmet even for a moment.

And despite a doughnut shortage in the morning, fun was had by all in attendance at the annual forum. Thanks to **Elaine** at the Aviation Museum for all her hard work throughout the day!

See you next year!



The 12th Annual Ultralight Safety Seminar held recently at the VA Aviation Museum, had a turn-out of more than 100 people.

(Boeing cont. from pg. 3)

include rotorcraft, electronic and defense systems, missiles, rocket engines, launch vehicles, satellites, and advanced information and communication systems. The company - recognized for its capabilities in complex, large-scale systems engineering — has extensive global reach with customers in 145 countries.

"Our goal was to find a location that was close to our hub of activity, with ready access to airports," said John

Hayhurst, Boeing Air Traffic Management president. "In terms of the facility, we needed one that would encourage teaming and fulfill our requirements for virtual connectivity with our co-workers and partners, and we found it here in Fairfax County, one of the nation's premier high tech hubs."

The Virginia Economic Development Partnership and the Fairfax County Economic Development Authority assisted The Boeing Company with

its decision. The Virginia Department of Business Assistance will provide workforce training services.

"We are excited to be an integral part of Boeing's plans," said Fairfax County Board of Supervisors Chairman Katherine K. Hanley. "When a company of Boeing's stature locates a major business unit operation here, it adds to our reputation as a business center and is a tremendous asset to the Fairfax County economy."

Legal Flyers

By: Eric Ballou

Over the next several issues, we will outline some of the significant legal issues in aviation law. The goal is to highlight broad matters with relevance to your day to day activities. We anticipate addressing such important topics as exclusive rights, minimum standards, environmental and development issues, financing, and the like.

Given its timeliness, the first column covers a topic near and dear to the hearts of government sponsors of airports – the potential for a shield from liability. This is particularly relevant in light of the World Trade Center/Pentagon attacks and their effects on the insurance market. A recent report from the Governmental Accounting Office cites an airport in a Midwestern city and several smaller airports that reportedly experienced a 280 percent increase in liability premium for aviation insurance for 2002 – without war coverage. Apparently, some public bodies are considering whether to forego particular insurance coverages and rely on the legal defense of “sovereign immunity.” The pressure is intensifying with budgetary constraints and ongoing policy renewals at significantly higher rates. The issue is: will that work?

Like any good legalism, the answer is: “it depends.”

First, what is sovereign immunity? With roots deep in the English common law, sovereign immunity is a doctrine that precludes the prosecution of a suit against the sovereign (*i.e.*, the government), without its consent. In effect, it’s a defense against tort (but not contract) liability.

Second, then, is how that works. In Virginia, the doctrine has evolved over time into a complex and confusing patchwork of case law and statutory provisions. The level of protection afforded any particular public body varies substantially with the par-

ticular characteristics of the body and the individual facts of each case.

The general rule in Virginia is that the doctrine shields from liability the Commonwealth and any entity functioning as an “arm” of the Commonwealth itself. The problem, and it’s a big one, is that sovereign immunity does not apply uniformly to all units of local government. Let’s take a closer look.

Counties. Due as much to their historical origins as administrative units of the Commonwealth, counties enjoy the same immunity from tort liability as the Commonwealth.

Arms of the Commonwealth. Other entities, which may be described as “arms” of the Commonwealth, are likewise accorded the same immunity as the Commonwealth. An “arm of the Commonwealth” is an entity that (1) is acting as an agent of the state, (2) was created by the state for a function typical of state government, (3) provides benefits to citizens of the state (rather than local in nature), and (4) is subject to state control. Where one of these attributes is missing, the body is unlikely to be accorded the full immunity of the Commonwealth.

Cities and Towns. So far, so good. But now is where the going gets slippery. Virginia law treats cities and towns differently from counties for purposes of sovereign immunity. Cities and towns have immunity only for “governmental” functions but not for “proprietary” activities (more on this distinction below). For municipal corporations – perhaps due to the state grant of a charter to provide both governmental and proprietary services – tort liability depends on the particular activity giving rise to the claim. As one Virginia Supreme Court justice acknowledged (in dissent): “[a]rguably, cities and counties should be placed on the same footing as to tort liability, but the General Assembly has not seen fit to change by statutory enactment what has been the long-established distinction between the

two kinds of political subdivisions.”

Authorities, Commissions, Etc. Separately created political subdivisions may also enjoy sovereign immunity. Usually, the entity cannot show it is an “arm of the Commonwealth” and should share in the Commonwealth’s blanket immunity. The analysis then considers whether the body is a “quasi-municipal corporation” (most public entities satisfy this question) and whether the claim involves a governmental or a proprietary function. (Note: some Virginia Circuit Courts are in disagreement as to whether a county-created entity enjoys the broader immunity of a county or the narrower protection afforded a municipal corporation. The Virginia Supreme Court has not ruled on the issue).

The Governmental vs. Proprietary Distinction. The courts have wrestled in categorizing city, town and authority functions as either “proprietary” or “governmental.” Generally speaking, “governmental” functions involve the exercise of “discretionary powers of a public or legislative character” and are engaged in “for the common good of all without the element of special corporate benefit, or pecuniary profit.” Examples include maintaining police forces, fire departments, jails, landfills, hospitals, and emergency response services. Maintaining municipal streets is generally not. Proprietary functions – which may be thought of as carried out primarily for the municipality’s benefit rather than the public’s — include operating tollgates, a water department and a market.

Airports. How about airports? There’s not much authority in Virginia, but the more recent decision (from a Virginia federal district court in 1986) holds that a municipality operating an air carrier airport did so in a proprietary capacity. The federal court disagreed with a 1980 state circuit court holding that the operation of a municipal airport (see [Legal](#) on pg. 8)

(Legal cont. from pg. 7)

is a governmental function. (Full disclosure: the state circuit judge is the father of the author). Cases in other states vary.

Where does all the foregoing leave us (other than suggesting that the issue is a lawyer's dream)? County owned and operated airports appear to enjoy relatively greater protection than municipally owned and operated airports. Where towns and cities are involved, courts tend to look to whether the activity in question is governmental or proprietary in nature. If an airport authority or commission is involved, the water muddies even more: is the authority created by the state (*i.e.*, the General Assembly) or is it "locally activated" by a county or a city under Title 5.1? Is the operation of an airport governmental or proprietary? Virginia precedent suggests that it is a proprietary undertaking, which means that sovereign immunity does not obtain, although all of us could certainly argue that the vital role of airports in today's society sug-

gests a governmental classification.

Suffice it to say that sovereign immunity is not a bullet proof answer to an insurance coverage/premium question, as it is not an iron clad shield to liability. It is subject to significant uncertainties: (a) the nature of the governmental entity in question; (b) the factual nature of the acts or incident that triggered the claim, (c) whether a court will pigeonhole a particular action as governmental or proprietary, and (d) if an exception to the doctrine exists.

Before taking any action, discuss your insurance coverage and the extent of your legal protection with your risk management, insurance and legal advisors.

Eric Ballou (804/697-4122; eballou@cblaw.com) practices aviation and local government law in Richmond. This material offers general information and should not be taken or used as legal advice for specific situations that depend on the evaluation of factual circumstances.

(Northwest cont. from pg. 5)

west Airlines Reservations at 1-800-225-2525, or through travel agencies.

New Minneapolis/St. Paul – Richmond Service

Flight number: Departs: Arrives: Aircraft:

NW 5636 1:15 p.m. 4:55 p.m. CRJ

NW 5865 7:10 p.m. 10:50 p.m. CRJ

New Richmond – Minneapolis/St. Paul Service

Flight number: Departs: Arrives: Aircraft:

NW 5634 8:30 a.m. 10:30 a.m. CRJ

NW 5877 5:45 p.m. 7:45 p.m. CRJ

Northwest Airlines is the world's fourth largest airline with hubs at Detroit, Minneapolis/St. Paul, Memphis, Tokyo and Amsterdam and more than 1,400 daily departures. With its travel partners, Northwest serves more than 750 cities in 120 countries on six continents.



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: www.doav.state.va.us.



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